European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0225

Issued: 24 November 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

CFM INTERNATIONAL S.A.

Type/Model designation(s):

CFM56-7B engines

Effective Date: 08 December 2026

TCDS Number(s): EASA.E.004

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0018 dated 30 January 2019.

ATA 72 – Engine – Fan Blades – Inspection

Manufacturer(s):

SAFRAN Aircraft Engines, formerly SNECMA (France); General Electric (United States)

Applicability:

CFM56-7B20, CFM56-7B22, CFM56-7B22/B1, CFM56-7B24, CFM56-7B24/B1, CFM56-7B26, CFM56-7B26/B1, CFM56-7B26/B2, CFM56-7B27, CFM56-7B27/B1, CFM56-7B27/B3, CFM56-7B20/2, CFM56-7B22/2, CFM56-7B24/2, CFM56-7B26/2, CFM56-7B27/2, CFM56-7B20/3, CFM56-7B22/3, CFM56-7B22/3B1, CFM56-7B24/3, CFM56-7B24/3B1, CFM56-7B26/3, CFM56-7B26/3B1, CFM56-7B26/3B2, CFM56-7B27/3, CFM56-7B27/3B1, CFM56-7B27/3B1F, CFM56-7B27/3B3, CFM56-7B26/3F, CFM56-7B26/3B2F, CFM56-7B27/3F, CFM56-7B20E, CFM56-7B22E, CFM56-7B22E/B1, CFM56-7B24E, CFM56-7B24E/B1, CFM56-7B26E, CFM56-7B26E/B1, CFM56-7B26E/B2, CFM56-7B27E, CFM56-7B27E/B1, CFM56-7B27E/B3, CFM56-7B26E/F, CFM56-7B26E/B2F, CFM56-7B27E/F, CFM56-7B27E/B1F, CFM56-7B27A, CFM56-7B27AE and CFM56-7B27A/3 engines, all serial numbers (s/n).

These engines are known to be installed on, but not limited to, Boeing 737-600, 737-700, 737-800 and 737-900 aeroplanes.

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Definitions:

For the purpose of this AD, the following definitions apply:

The SB: CFM International CFM56-7B Service Bulletin (SB) 72-1033 Revision 06.

ECI: Eddy current inspection (ECI) in accordance with task 72-21-01-200-001 of the applicable CFM International Engine Shop Manual (ESM) at Revision 65 Incremental Change dated 27 March 2025, or Revision 66 dated 15 July 2025 (or later).

Affected fan blade: Fan blades, Part Number (P/N) 340-001-022-0, P/N 340-001-026-0, P/N 340-001-027-0, P/N 340-001-028-0, P/N 340-001-029-0, P/N 340-001-036-0, P/N 340-001-037-0, P/N 340-001-038-0, and P/N 340-001-039-0.

Serviceable fan blade: A fan blade that is not an affected fan blade; or an affected fan blade which is new; or an affected fan blade which has accumulated less than 17 000 flight cycles (FC) since new (first installation on an engine); or an affected fan blade which, within the last 1 600 FC before installation, passed an inspection (no defects found) in accordance with the instructions of the SB, or of CFM56-7B SB 72-1019, or of CFM56-7B SB 72-1024, or an in-shop ECI; or an affected fan blade which failed an inspection in accordance with the instructions of the SB, or of CFM56-7B SB 72-1019, or of CFM56-7B SB 72-1024, but, after that inspection and within the last 1 600 FC before installation, passed an in-shop ECI (no defects found).

Groups: Group 1 are CFM56-7B27AE and CFM56-7B27A/3 engines. Group 2 are engines which are not Group 1.

Reason:

An occurrence was reported of fan blade failure on a CFM56-7B engine. The released fan blade was initially contained by the engine case, but there was subsequent uncontained forward release of debris and separation of the inlet cowl. Preliminary investigation determined that the event was due to a fracture in the blade, which had initiated from the fan blade dovetail.

This condition, if not detected and corrected, could lead to fan blade failure, possibly resulting in uncontained forward release of debris, with consequent damage to the engine and the aeroplane.

To address this potential unsafe condition, CFM International initially issued CFM56-7B SB 72-1019 (later revised) and CFM56-7B SB 72-1024, providing inspection instructions, and EASA issued AD 2018-0071 requiring a one-time inspection of certain fan blades, and, depending on findings, accomplishment of applicable corrective action(s).

After AD 2018-0071 was issued, a further CFM56-7B fan blade failure was reported. Prompted by that event, CFM International issued CFM56-7B SB 72-1033, providing instructions for initial and repetitive inspections of all fan blades, and EASA issued AD 2018-0093-E, requiring initial and repetitive inspections of fan blades and, depending on findings, accomplishment of applicable corrective action(s).

After EASA AD 2018-0093-E was issued, it was determined that the initial inspection for certain fan blades must be accomplished within a reduced compliance time. Consequently, EASA issued AD

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2018-0109, retaining the requirements of EASA AD 2018-0093-E, which was superseded, but reducing, for certain engines or fan blades, the compliance time for the initial inspection.

After EASA AD 2018-0109 was issued, it was determined that the repetitive inspection must be accomplished at a reduced interval and CFM International revised CFM56-7B SB 72-1033 (Revision 02) accordingly. Consequently, EASA issued AD 2018-0211, retaining the requirements of EASA AD 2018-0109, which was superseded, and reducing the interval of the repetitive inspections.

After EASA AD 2018-0211 was issued, based on further information and analysis, it was determined that the initial inspection must be accomplished at a reduced threshold and CFM International revised CFM56-7B SB 72-1033 (Revision 03) accordingly. EASA issued AD 2019-0018 accordingly.

Since that AD was issued, further information was obtained and design analysis was conducted, from which it was determined that the inspection should be accomplished on a larger area to detect all potential cracks. Further, some clarifications were added in the accomplishment instructions.

For the reason described above, this AD retains the requirements of EASA AD 2019-0018, which is superseded, and requires accomplishment of future inspections in accordance with the instructions of the SB, as defined in this AD, or later Revision.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

(1) For Group 2 engines: Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding 1 600 FC, accomplish an ultrasonic inspection of each affected fan blade in accordance with the instructions of the SB.

Table 1 – Compliance Time (see Note 1 of this AD)

FC Accumulated	Compliance time
16 000 or less	Before exceeding 17 000 FC since new
More than 16 000, and less than 20 000	Within 1 000 FC after 13 February 2019 [the effective date of EASA AD 2019-0018], but without exceeding 20 000 FC since new
20 000 or more	Before next flight after 13 February 2019 [the effective date of EASA AD 2019-0018]
unknown	

(2) For Group 1 engines: Within the compliance time as defined in Table 2 of this AD, as applicable, and, thereafter, at intervals not exceeding 500 FC, accomplish an ultrasonic inspection of each affected fan blade in accordance with the instructions of the SB.

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Table 2 – Compliance Time (see Note 1 of this AD)

FC Accumulated	Compliance time
5 700 or less	Before exceeding 6 000 FC since new
More than 5 700, and less than 20 000	Within 300 FC after 13 February 2019 [the effective date of EASA AD 2019-0018], but without exceeding 20 000 FC since new
20 000 or more	Before next flight after 13 February 2019 [the effective date of EASA AD 2019-0018]
unknown	

Note 1: Unless specified otherwise, the FC indicated in Table 1 and Table 2 of this AD are those accumulated on 13 February 2019 [the effective date of EASA AD 2019-0018] by an affected fan blade since new.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is detected on an affected fan blade, before next flight, or before release to service of the engine, as applicable, replace that affected fan blade with a serviceable fan blade in accordance with the instructions of the SB.

Credit:

(4) Accomplishment of an ECI of an affected fan blade in accordance with task 72-21-01-200-001 of the applicable CFM International ESM at Revision 54 Incremental Change, or Revision 55 (or later), is an acceptable alternative method to comply with the requirements of paragraph (1) or (2) of this AD, as applicable, for that affected fan blade.

(5) Inspections and corrective actions on an engine, accomplished before the effective date of this AD in accordance with the instructions of CFM56-7B SB 72-1019 at any revision, or of CFM56-7B SB 72-1024, or of CFM56-7B SB 72-1033 at original issue, or Revision 01, or Revision 02, or Revision 03, or Revision 04, or Revision 05, as applicable, are acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD, as applicable, for that engine.

(6) Inspections of an affected fan blade, accomplished before the effective date of this AD in accordance with the instructions of CFM56-7B SB 72-1033 at original issue, or Revision 01, or Revision 02, or Revision 03, or Revision 04, or Revision 05, are acceptable to determine whether that fan blade is serviceable, as defined in this AD.

Part Installation:

(7) From the effective date of this AD, it is allowed to install (see Note 2 of this AD) an affected fan blade on an engine, provided it is a serviceable fan blade, as defined in this AD.

Note 2: For the purpose of this AD, removal of a fan blade from an engine and subsequent re-installation of that fan blade on that same engine within the same maintenance visit is not “install” as specified in paragraph (7) of this AD.

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Terminating Action(s):
(8) None.

Ref. Publications:

CFM International S.A. CFM56-7B SB 72-1019 original issue dated 24 March 2017, or Revision 01 dated 13 June 2017.

CFM International S.A. CFM56-7B SB 72-1024 original issue dated 26 July 2017.

CFM International S.A. CFM56-7B SB 72-1033 original issue dated 20 April 2018, or Revision 01 dated 09 May 2018, or Revision 02 dated 27 July 2018, or Revision 03 dated 06 November 2018, or Revision 04 dated 12 September 2019, or Revision 05 dated 28 July 2026, or Revision 06 dated 14 August 2026.

CFM International S.A. ESM Revision 54 Incremental Change, or Revision 55 or later Revisions, or Revision 66 dated 15 July 2025, or Revision 67 dated 15 July 2026.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 30 July 2026 as PAD 26-091 for consultation until 27 August 2026. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: CFM INTERNATIONAL S.A., Customer Support Center; Telephone: +33 1 64 14 88 66, or Fax: +33 1 64 14 87 65, or E-mail: cfm.csc@safrangroup.com,
or
CFM Inc., GE Aerospace Fleet Support, Telephone: +1 513-552-3272, or +1 877-432-3272, or E-mail: aviation.fleetsupport@ge.com.

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